

# 61 Mech Monthly

61 Mech Veterans Association

# 61 Meg Maandeliks

61 Meg Veterane Vereniging



## Februarie 2024



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*Alle 61 Meg lede word hartlik uitgenooi om toepaslike artikels in te stuur vir publikasie in hierdie maandblad.  
Kom ons hou saam hierdie publikasie lewendig.*

*All 61 Mech members are cordially invited to submit relevant articles for publication in this monthly magazine.  
Let's together keep this publication alive.*

*lotterdh@gmail.com*



# FEBRUARY 2024 ON THE 61 MECH VETERANS FRONT

## FEBRUARY 2024 OP DIE 61 MEG VETERANE FRONT

*Border Boys Parade  
4 February 2024*







## 61 MVA GAUTENG SKOUERSKUUR

### Bring and Braai

**Who:** Open to all 61 MVA members and Friends of 61 Mech

**When:** Saturday 10<sup>th</sup> February, 12 noon

**Where:** Steel Helmet Shellhole Moth Hall  
52-50 2nd Ave, Parkhurst,



# ***61 Mech Aanlyn Winkel***

## ***61 Mech Online Store***

The 61 MVA is dedicated to preserving the history and legacy of 61 Mech, a unit that played a significant role in South Africa's military history. As such, the Unit regalia and collectibles available at the online Regimental shop hold special significance among members and supporters. The shop offers a wide range of products, including clothing, accessories, and souvenirs, all adorned with the official symbols and insignia of 61 Mech. From t-shirts and hats to keychains and coffee mugs, there is something for everyone to proudly display their affiliation with this esteemed unit.

Not only does the purchase of these items support the 61 MVA and its initiatives, but it also allows individuals to own a piece of history. Each product is carefully crafted and designed to honor the traditions and values of 61 Mech, making them more than just mere ob-

jects, but pieces of treasured memorabilia. In addition, the online shop offers a convenient and accessible way for individuals to obtain these items, no matter where they may be located. With just a few clicks, supporters can have their chosen items delivered right to their doorstep, allowing them to proudly display and wear their 61 Mech allegiance with ease.

Moreover, the availability of these products serves as a reminder of the bravery and sacrifice of those who served in 61 Mech. Each item serves as a tribute to the unit and its members, honoring their contributions to the defense of our country. It is a way for individuals to pay their respects and show their gratitude for the service of these brave men and In conclusion, the Regimental shop of the 61 MVA is not just a place to purchase souvenirs and regalia, but a way to support and honor the legacy of 61 Mech and its veterans. Through these products, individuals can show their pride and support for this esteemed unit, while also contributing to the important work of the 61 MVA in assisting veterans in need.



**61 Mech Keyring**  
**Regular price R 50.00 ZAR**



**61 MVA/MVV Blazer Badge**





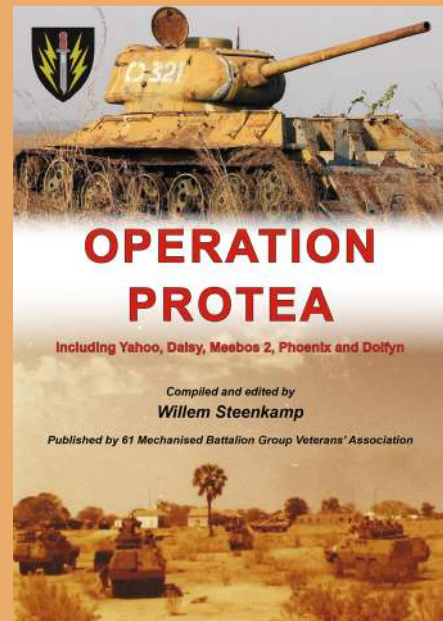
**61 MVA/MVV Tie**  
Regular price R 170.00 ZAR



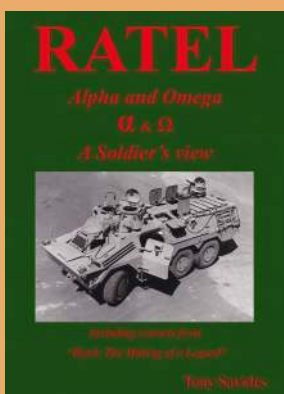
**Beret Badge**  
Regular price R 150.00 ZAR



**Black Golf Cap**  
Regular price R 150.00 ZAR



**R250 + R100**



**R250 + R100**

## Growth

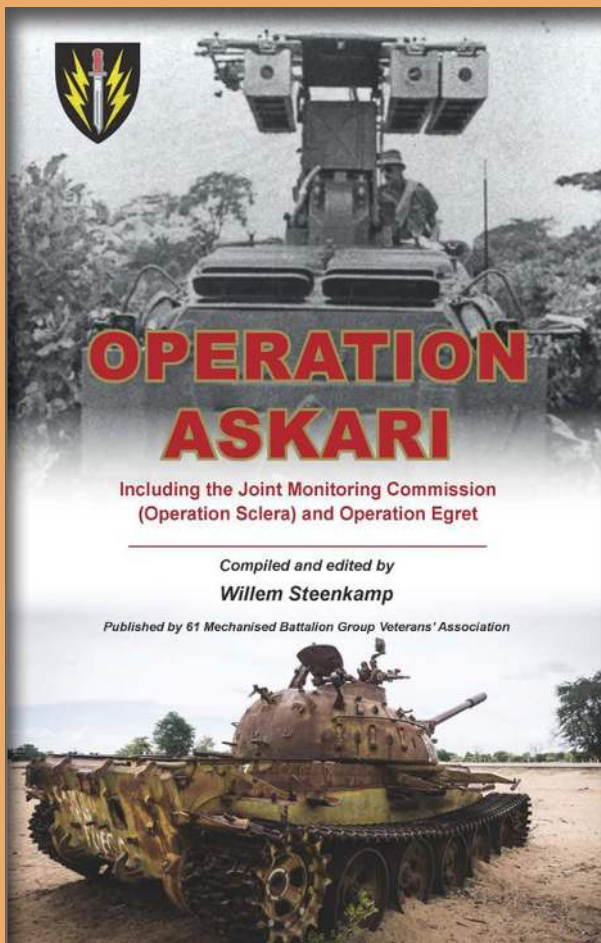
Management are constantly looking for ways to expand the 61 Mech product range and meet the evolving needs and demands of the members.

Management attempts to foster a culture of creativity and innovation within the 61 MVA to encourage members and friends to come up with new and fresh ideas for product expansion. These ideas can come from anywhere, whether it's from the management, members, Friends of 61 Mech, ....frontline workers, middle management, or even customers. Therefore, it is important for management to maintain platforms and channels for the exchange of ideas and to empower individuals to share their thoughts and suggestions without fear of rejection.

Simply generating ideas is not enough. Management have a structured approach to analyse and evaluate these ideas to determine their feasibility and potential for success in the market. This is where the Executive Committee (EXCO) plays a crucial role. As the top decision-making body of 61 MVA, the EXCO has the necessary experience and expertise to review and analyse all the proposed ideas and concepts.

The EXCO will use various evaluation methods and tools to determine the viability of the ideas, taking into consideration factors such as market demand, potential risks, and financial implications. This process allows for a thorough and well-informed decision-making process, ensuring that only the most promising ideas are pursued for further development.

Moreover, the EXCO's involvement in the evaluation process also sends a message to the entire cohort of 61 Mech veterans that their ideas are valued and taken seriously. This can boost morale and motivation, encouraging them to continue generating innovative ideas for future product expansion.



The book - OPS ASKARI Including Operations Flamingo/Scelera Boswilger, Egret, Magneto, Wallpaper/Weldmesh, Pronkertjie, Drostdy, and Suiderkruis/Alpha Centauri is the third volume of the narrative series, originally launched to commemorate the 40th anniversary in June 1980, of 61 Mechanised Battalion Group's action during Operation Sceptic.

The book was compiled and edited by well-known military author and soldier, Willem Steenkamp, and published by the 61 Mech Veterans' Association.

Orders: Your payment of R300 per copy plus R100 postage (PostNet to PostNet) will confirm your order.



**PRO  
PATRIA**  
MUSEUM  
W02E0W

## **Voortrekkermonument, Fort Schanskop, Pretoria**

***Deur Tertius Zitzke***

### **MENSE EN MONUMENTE:**

*Hoekom bou ons die PPM? Soos Mielie Meiring – 61 Meg maker wat op 27 Junie 1988 die Hoogste Offer betaal het, se moeder Suzanne Meiring vir ons gese het: “So word mense Monumente, Monumente wat ons geleer het hoe mense ‘n verskil kan maak, mense wat geliefd was deur hulle lewe, wat die Hoogste Offer sal betaal vir sy Nasie, sodat ons vandag die son kan sien opkom..”*

*Saluut makkers*

*Dit is ons wat lewe se plig om ons Monumente lewendig te hou.*



## *Die naam Pro Patria:*

Dit is Latyns vir “Vir Vaderland”. Ons bring hulde aan almal wat diens doen vir hul Vaderland. Dit het ook ‘n verbintenis met die senootaf bewoording: “Ons vir jou, Suid-Afrika”, in die Voortrekker Monument.

### ***DIE WAT LEWE:***

Die Pro Patria Museum, wat ons nou bou om ons nalatenskap te bewaar, is ook vir die wat teruggekom het. Dit dien as getuigenis en simbool van LEWE. Sodoende kan ons hierdie veterane en hulle families se bydrae tot die RSA gedenk, eer beleef en bewaar vir die nageslag.

### ***DIE HOOGSTE OFFER:***

Die SAW Muur van Herinnering staan reeds in Pretoria by die Voortrekkermonument - VTM. Onse Makkers wat die Hoogste Offer betaal het, se name is op daardie Muur. Elke jaar word die Gedenkdien op die laaste Sondag van Mei by die Muur gehou. Naasbestaendes en makkers toon hulle respek, en alle veterane is in die besonder welkom.

Die benaming “Cuca” het sy oorsprong gehad in Angola tydens die Portugese bewind toe die firma wat bier vervaardig het in 1947 hulle Cuca-bier begin brou het. (CUCA - Companhia União de Cervejas de Angola). Geleidelik het all klein winkels en informele verkoopsprente in die volksmond “Cuca Shops”geword. Tydens die Bosoorlog het die benaming “Cuca Shop” ook deel geword van die Suid Afrikaanse Weermag woordeskat. In SWA/Namibië was Cuca-bier van die middel 1970’s tot die 1980’s onwettig, maar dit was wyd beskikbaar in die noordelike dele van die land, in Ovamboland en Kavango.



## ***Wat sien jy nou by PRO PATRIA MUSEUM (PPM):***

***Fase 1*** is nou oop en is die uitstallings by Fort Schanskop, Voortrekker Monument en ook al die gedenknaalde en die Muur aan die Westekant van die Voortrekker Monument.

Die Pro Patria Museum bestaan uit die volgende uitstallings in 4 vertrekke.

### ***CUCA SHOP:***

Die PPM verkoop hier boeke, klere, pette en Grensoorlog gedenk items.

### ***BUNGALOW:***

Hier vertoon ons die jongman se kamer met matriek boeke en deurmekaar geite vir diensplig met sy oproepinstruksie. (en ‘n Scope tydskrif onder die kussing). Langsaan stal ons ‘n tipiese inspeksiebed en uitrusting van ‘n soldaat tydens basiese opeliding in die SAW uit.

### ***TREE-AAN:***

Hier word al 18 die range van die SAW uitgestal met verskillende korpse en paar Regimente as voorbeelde, van troep tot Generaal.

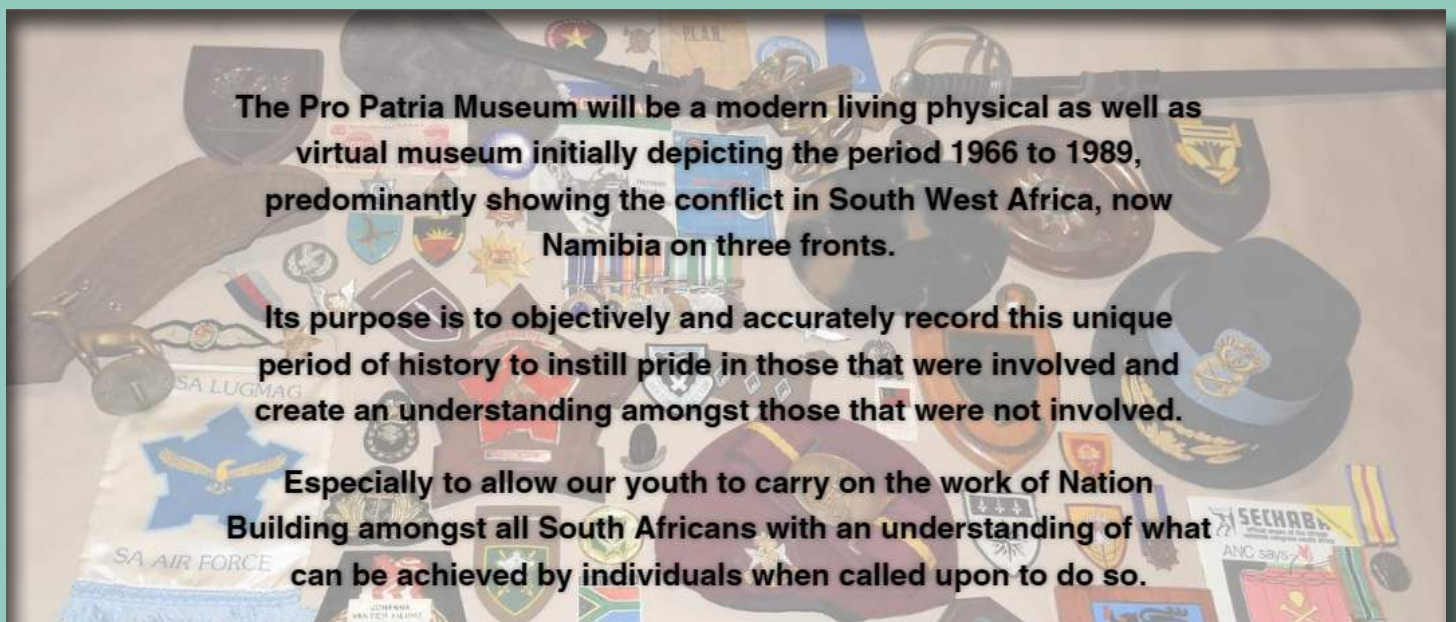


### ***OPS KAMER:***

‘n OPS-kamer in die operasionele, ROOI gebied word hier uitgebeeld. Hier is ‘n kaart met al die basisse waar jy jouself kom kom plot.

Verskeie Veiligheids Magte groeperinge en SAW Korpse het ook hier ‘n uitstalling met geskiedenis en uitstalling soos eie univorms en uitrusting. Hier is ook ‘n formele-ete tafel met 28 formele menasiepakke van al die Korpse en Kommandos / Regimente, asook ‘n paar Vaandels van eenhede.

Hier word ook videos vertoon wat van die operasies en SAW geskiedenis vertoon.





## *GEDENKNAALDE EN MONUMENTE BY DIE MONUMENT TERREIN:*

Besoek gerus ook die ander gedenknaalde en monumente in die tuin om die SAW Muur van Herinnering.

Die gedenkmuur is in 2009 op die terrein van die Voortrekkermonument opgerig om erkenning te gee aan lede van die SAW wat gedurende die tydperk 31 Mei 1961 (Republiekwording) tot 27 April 1994 (totstandkoming van die SANW) hul lewens in diens van die Vaderland gegee het.



*20. OPS SAVANNAH GEDENKNAALD*

*21. 32 BATTALJON GEDENKNAALD*

*22. SAW NIS MUUR*

*23. 31 & 201 BATALJON OBELISK*

*24. ONBEKENDE SOLDAAAT OBELISK*

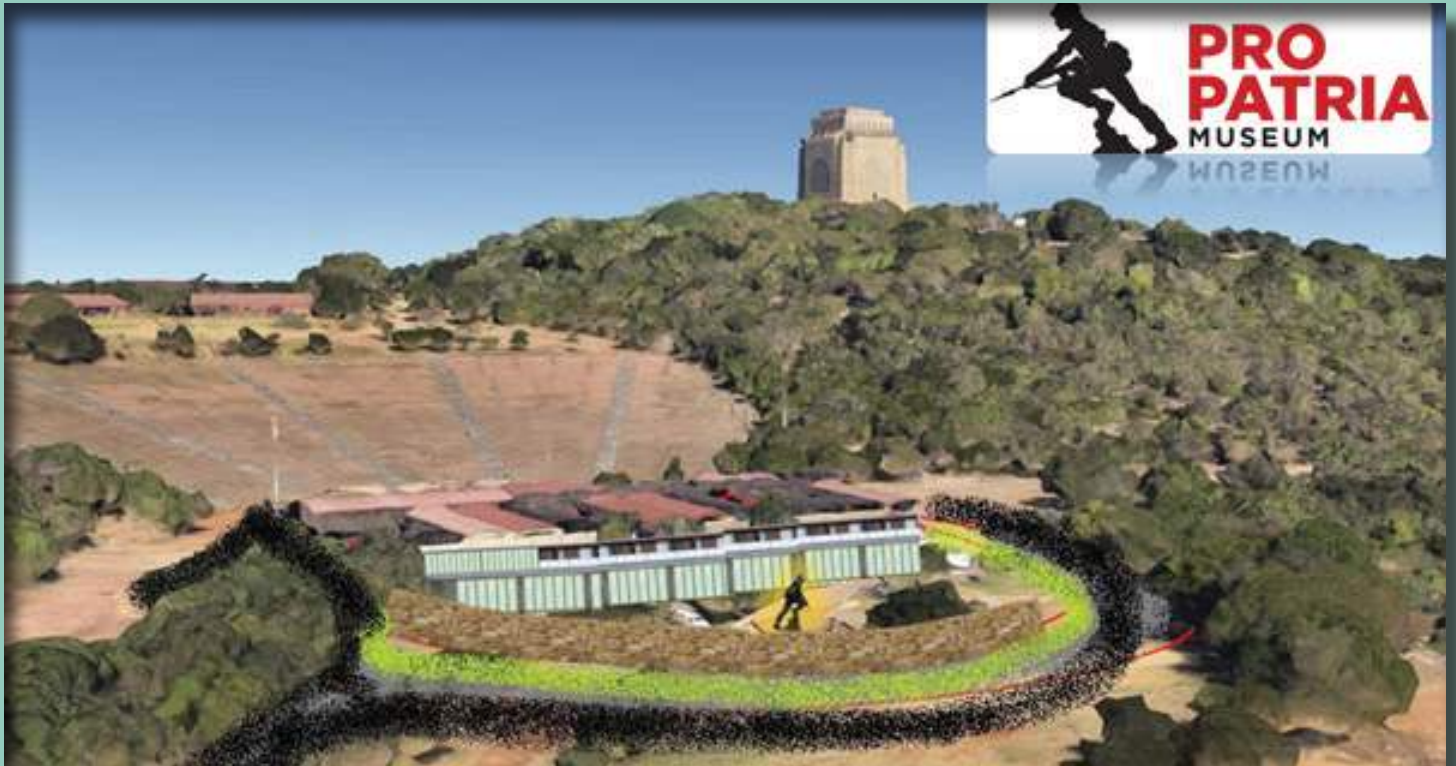
*25. SAW MUUR VAN HERINNERING*

*26. SA INFANTERIE*

*27. KOEVOET GEDENKMUUR*

## *Pro Patria Museum Fase 2*

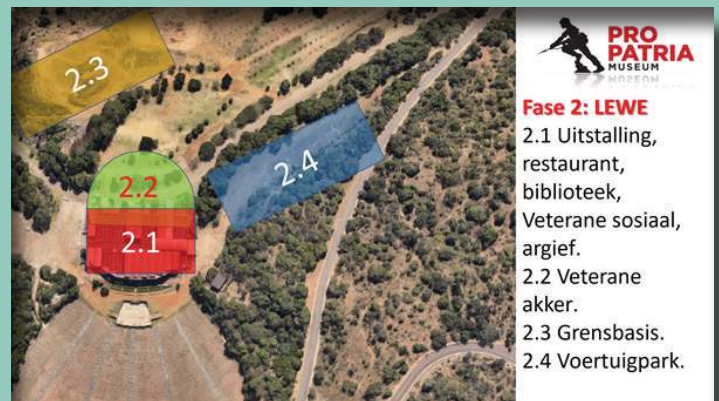
Die PPM gaan 'n Museumkompleks inrig, Grensbasis bou asook 'n voertuigpark. Die Amfi-teater gaan as buitelug konsert en funksie fasiliteit opgradeer word.



Binne die Amfi-teater word die Museum ingerig met kantien- winkel- biblioteek- konferensie- auditorium- en kantoorfasiliteite vir Veterane. Die Grensoorlog uitstalling gaan die tydlyn uitbeeld van al die Operasies, grensbasisse en geskiedenis.

Die Grensbasis gaan die drie fases van die basisse uitbeeld: 1960's basiese kamp met tente, 1970's meer permanente geboue, en die 1980's met moderne Ops Kamers, bunkers in walle en modern kantien en menasie fasiliteite.

Latere fase gaan die bou van verdere uitstalings ruimte vir Weermag-dele, Korpse, Eenhede, Kommandos en Regimente uitbeeld.



*Beheer Raad*



## Hoe word ek deel van die Pro Patria Museum-projek?

**Skenk SAW Uitrusting**  
Skenk jou of jou ouers se uitrusting, browns, boeke, fotos... Ons kan alles gebruik. Items kan ook op-leen aan PPM toevertrou word.



**Dogtag:**  
Koop jou Dogtag vir die bou van die PPM. R1000 maak seker dat ons die Grensoorlog geskiedenis bewaar en ons makkers wat die Hoogste Offer betaal het, vir altyd sal onthou.

### Aktiwiteite:

Die PPM bied die Pro Patria Militêre Fees aan, Klaarstaan-storie vertel aande, parades en gedenkdiens, asook besoek aan die Museum in Fort Schanskop.

**Kontak: Eric Nagel 076 738 16716**

**Info@propatriamuseum.org.za**

**www.propatriamuseum.org.za**

**https://www.facebook.com/propatriamuseum**

**PRO PATRIA MUSEUM**

**Koop jou Dog Tag nou!**  
**Buy your Dog Tag now!**

**Wall of Recognition**

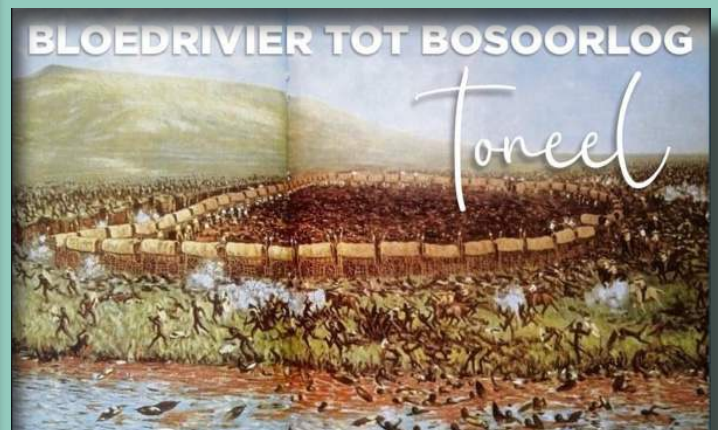
**Left Panel:**  
Name of Soldier: SA Army  
Service: SA Army  
Service Number: 74242934PE  
Name: L.R. SMITH  
Service Number: O POS  
Location: NGK

**Right Panel:**  
Name of Soldier: SA Army & Army  
Service: SA Army & Army  
Service Number: 01208073PE  
Name: A.F. MALAN  
Service Number: O NEG  
Location: NGK

**Bottom Left:**  
Koop jou Dog Tag nou!  
Buy your Dog Tag now!

**Bottom Middle:**  
Wall of Recognition  
Service Number: 74242934PE  
Name: L.R. SMITH  
Service Number: O POS  
Location: NGK

**Bottom Right:**  
Wall of Recognition  
Service Number: 01208073PE  
Name: A.F. MALAN  
Service Number: O NEG  
Location: NGK



# My 61 Mech Memories..

Vossie Vorster

Month/Year		Visiting Aircraft		Visiting programme/ Aircraft mission		Task	
Day	Hour	Type	No./Name			Day	Night
<b>MAY 1988</b>							
30-05-88	2000	Alo II	104	MAJ LOUI			
31-05-88	1500	Alo II	104	MAJ LOUI	LUNAR OPS		
					CHOC BURZ		
<b>JUNE</b>							
1-7-88	0830	Alo II	104	CAPT BURGER	OA - RC - CAS - CASAVAC - OA		
2-7-88	0800	Alo II	69	CAPT CAPLIN	OA - RC - CAS - CASAVAC - OA		
3-7-88	0800	Alo II	69	CAPT CAPLIN	OA - RC - CAS - CASAVAC - OA		
4-7-88	1700	Alo II	69	MAJ PERSHORE	RC - OA		
5-7-88	0800	Alo II	69	CAPT CAPLIN	RC - OA		
6-7-88	0800	Alo II	104	LT O'BRIEN	OA - RC - CAS - CASAVAC - OA		
<b>SUMMARY FOR PERIOD ENDING 30 MAY 1988</b>							
DATE		30 MAY 1988		Alo PERIOD			
SIGN		<i>[Signature]</i>		Alo TOTAL			
<b>FLIGHT COMMANDER: <i>[Signature]</i></b>							

Visiting per visit Flying time per flight					
Day	Day	Night	Day	Night	
991' 30"	2	1	4	1	
Task and Total h/t	2045	68	110	40	26
991' 15"		1:45		1:45	
995' 15"	2:00		2:00		
1006' 00"	8:00	07:45	8:00	07:45	
1015' 45"	11:00	1:45	11:00	1:45	
1023' 45"	7:00		7:00		
1024' 15"	8:30		8:30		
1026' 15"	2:00		2:00		
1035' 45"	9:30		7:30		
43' 15"	37:00	6:05	37:00	6:05	
1055' 45"	48' 15"	47:45	48' 15"	47:45	

Why do I begin with a photo? Well, Andrew Whitaker asked if I'd like to contribute something to the 61 Mech magazine. Thus, I tried as best I could to work out when I first laid eyes on the 61 Flash - that distinctive yellow "balkie" worn by the lads who I'd come in contact with during a very interesting period in June 1988.

The photo above is taken from my logbook. Yes, flying crew usually flick through the pages of their books when a memory strikes. If I had known then what I know now, I would have added way more detail when doing entries. But alas, I think most crew members usually filled in the details about an hour before the homebound flossie landed. The story behind this was that you could still be called out at any moment - so, why go to the trouble the night before your departure date when

things could change? OK, so... here is my entry for that eventful period.

The "Task" column gives a very brief idea of what we were doing. You'll notice in the date column that just about all of the trips were logged for a week at a time. That helped simplify the entries but also meant very few details were recorded.

So, all I can claim is that for each of the weeks logged we basically did the following:

OA - RC - CAS - Casavac - OA

The breakdown of the activities is as follows:

AFB Ondangwa to the military base at Ruacana. While there, we did Close Air Support and flew the odd casavac, then back to AFB OA.



It's the CAS that gets interesting. This is also where the brain fog of time gets in the way. Also, this is where you readers can all help, please. In that month of June there was so much happening around the Ruacana area. Ops Excite(?) was very much on the go. This is why we were involved. I recall one or even two of the weeks being relegated to the trooper roll. There was a reason for this.

I was based at 16 Squadron in Port Elizabeth and we occasionally had two engineers from the squadron in the bush together. During this month I was fortunate to have my mentor and senior engineer, Blackie Swart up there. So, he would never stoop so low as to ride trooper, thus, if I wanted to go on a week's outing with him, I'd have to ride trooper.

However, riding trooper allowed me to take part in some interesting flights during that month. I'm going to name a few memories here - this is where you come in. Please help shed light on these events:

- Taking a few VIP's to the Olifant's and other vehicles. An Olifant engine change was on the go there in the dusty Kaokoveld, west of Ruacana.
- Flying long range camera equipment to and from an OP on a hill somewhere. The equipment cases hanging out either side of the chopper. If I'm correct... the OP supplied the G5's with accurate target information, resulting in the destruction of SAM sites.
- Overflying and/ or landing at Calueque - before and after the stray Mig 23 bomb.
- Taking a Recce Small Team very deep into Angola. If I can remember correctly, we needed to refuel somewhere in Angola to get back to Ruacana. On a side note here, I recall we returned sometime later to go and extract the same team. We landed next to their kit - I almost fell out of the chopper trying to pull the kit up with one hand. Mistake, the individual kits must still have weighed more than 40 Kg's.

Also, I recall when I first sighted the two lads at the edge of the shona... I just about shat myself, seeing two armed "gooks" staring straight at us - a perfect target. Only then I realised they were our passengers!

- Flying out from Ruacana with a body-bag - not a great memory! I pulled a move on the junior engineer. The ops medic approached the Alo's on the hardstand with the body-bag - I pointed him in the direction of the other chopper - the junior engineer with me on that outing was not yet familiar with these bags so he wasn't really aware of the contents... so sad to think those lads didn't get to go home!

Then... the fun in the evenings! We SAAF crews stayed at the MAOT Station. As you may well know, the SAAF knew how to look after themselves. Fridges, stoves, outdoor braai areas... etc, etc. Also at the braai area was the best "steak-plate" I have ever encountered in my life. Apparently welded up using some form of base plates. Yep, feel free to help me out here.

We always seemed to be braaiing. We would stoke the fire in the morning, relighting from the previous evening's embers - steak or wors, bacon and eggs, mushrooms - on the steak-plate. Over one evening's discussion, one of the 61 Big Brass mentioned fish - apparently flown in from Henties Bay on the West Coast. Blackie's ears pricked up. He offered up a solution... why not braai the fish here at the SAAF facilities? This suggestion was met with a bit of reluctance - surely the brass didn't want to share their spoils with the SAAF riff-raff? Also, they wondered about the process, surely the facilities were not up to scratch?

Thirdly, why would they have to get a chef from the kitchens to do the fish here when he could rather use the facilities at the mess? That's when Blackie dropped one of his many pearls of wisdom. He knew someone from the coast who was a fisherman and quite adept at fish braais. The brass scratched their heads for a few more seconds. You could see their minds working... the SAAF braai



PS - Vossie remained in the SAAF until 1993 - having logged 1275 Alo hours as flight engineer, of which 394,5 were above the red-line.

area was quite private - well hidden from your normal troepie's gaze. Thus, the brass could relax and enjoy their evening in peace.

The deal was almost done. Blackie was on the point of scoring us a fish braai of note... here along the northern border, almost unheard of but quite a pleasant idea. Then the bubble burst, who was this person who could braai fish? He pointed at me - and the pressure was on. They appeared quite sceptical but they believed Blackie... after all, he was still alive after eating fish I had braaiied. Yes, you know... fish had a way of spoiling easily and causing severe illness. Imagine if the brass got sick when they were most needed during the operation. That could be classed as sabotage - and I could be dragged off to DB for damage to defence property!

However, the date was set and arrangements made. I obtained a few additional herbs and spices as well as butter, garlic and cheese - from the mess, on big brass orders. Now... when braaiing fish, I never turn the fish... allowing the skin to crisp and thus form a protective layer between the lovely white meat and the coals. Not too hot... not too cold... just right.

While the fish is braaiing, I will baste it with garlic and herb butter, until the right moment arrives - when I sprinkle grated cheese over the fish.

When the cheese is just right, the fish will also be cooked through, to perfection. Then, the eating can begin. I can't recall the details of the side

dishes, I think salads were obtained from the mess? However, I recall the best part of the evening was the whisky - yes, Scotch. Chivas Regal, no less! For the life of me, I cannot remember who carried their own private stock to the braai. Was it the SAAF main man or the 61 Mech big wig? However, what I can remember was me eyeing the bottle... often!

Then, the conversation went something along these lines... if the fish is as good as we are led to believe it will be, you can have yourself a wee sup...

Fortunately for me... neither did the MP's come and collect me, nor were our guests disappointed. Somehow, the fare pleased their palettes... and won me a generous helping of the angel's pee-pee! Imagine... Chivas and fish - that far north! But, there was a twist in the tail.

When I earned my payment for not poisoning the brass, the bottle was at about the half way mark. A while later, while I was still sipping slowly at my delicacy, the owner of the bottle decided to call it an evening. He planned his departure, sans bottle. Yep, as he walked away, he paused next to me and indicated to the bottle... suggesting it may have found a new owner. Yep, I'd earned the right to make it mine... all because I could braai fish!

That is about that - life goes on and memories fade. However, I do hope those who read here will share some of their memories too... especially if they recall any of the above!

There are other memories to share... like the smoke plumes rising on the distant northern horizon for days. The recounting by 61 members of the bloody nose the Olifants and Ratels gave the Cubans and their Angolan buddies. Also, I was at the Rucana airport when the Mig 23's first over-flew our territory... for me, that signified the beginning of the end.



# ***The 61 Mech Bn Gp Diaspora***

## ***Part 7***

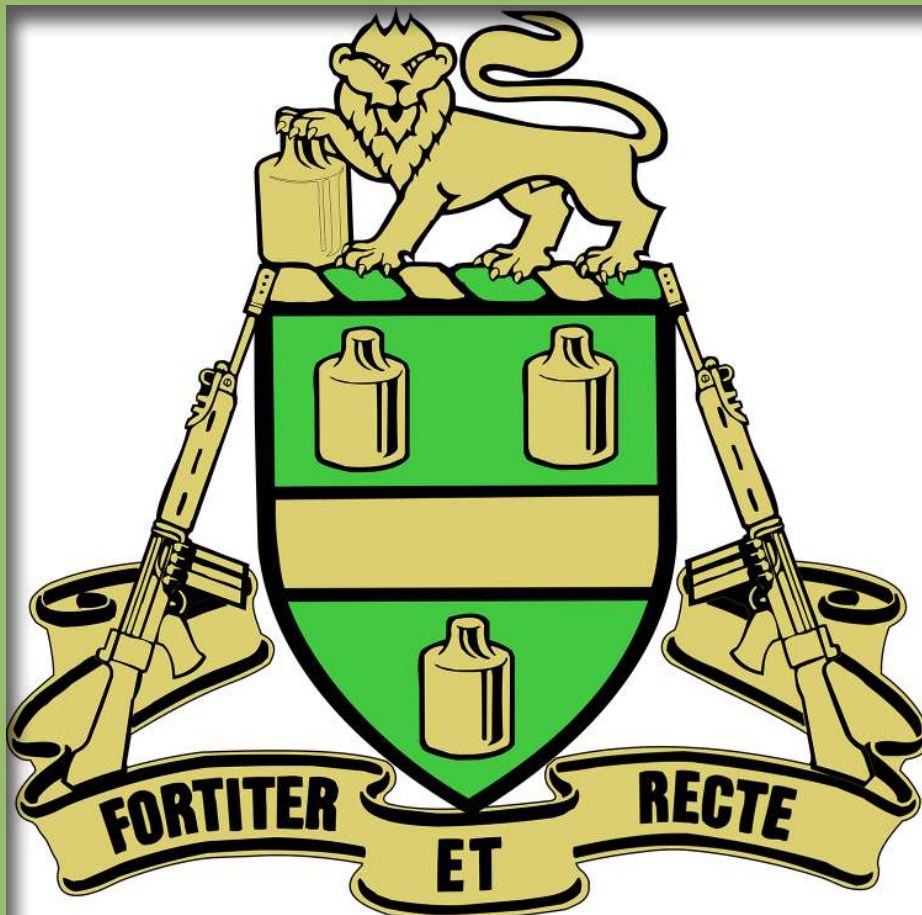
### **JOHANNESBURG REGIMENT**

***Article by:  
Harry van Staden***

The term “diaspora” originates from an ancient Greek word that signifies the act of scattering. This accurately describes the actions of people belonging to a diaspora, as they disperse from their native land to various locations around the world, while simultaneously sharing and promoting their culture along the way.

This is analogous to 61 Mech.

Just like the wind that awakens and brings rejuvenation as it moves along, the days of the 61 Mech Bn Gp were pioneering days filled with opportunities. For the national servicemen who were fortunate enough to go through the rigorous training of 61 Mech, a new challenge awaited. Once they completed their National Service, they were assigned to citizen force regiments. The Regiments force welcomed some of the most skilled and capable young soldiers into their ranks. These soldiers brought with them their expertise, top-notch training, and valuable combat experiences, adding value to the regiments they joined.



Among many others, the following 61 Mech members served with Johannesburg Regiment:

Ben Roode  
Deon Joubert  
Joe Jeffery  
Justus Immelman  
Chris (Stollie) Swart  
Chris Walls  
Wickus Viljoen  
Raymond le Roux  
JP Roos  
Andy van Rooyen

## ***Origins and Transformation***

### **8 Veldregiment, S.A.A.**

The establishment date of the unit was notified as 1 July 1952 per GN No. 2070 of 12 September 1952, but on 19 December 1952, the date of establishment of the unit was corrected per GN No. 2945 to read: 1 July 1951. The Headquarters were in Artillery Road in Aucklandpark, at the site where the SABC buildings currently stand.

Although established as a field regiment, the Regiment claims in its history to be the first Afrikaans-speaking Medium Regiment.

The leader group of 8 Veldregiment is listed in its history as:

#### **Honorary Colonel :**

Capt FW Stegmann -  
27 June 1956 - 1 March 1960

#### **Commanding Officers :**

- Cmdt JSK Brink  
1 July 1951 - 27 May 1956  
- Cmdt M van S Boswell, MC.  
28 May 1956 - 30 September 1959  
- Cmdt AJ Pretorius, JCD. 1 October 1959  
29 February 1960



### ***8 Field Leadergroup***

The unit was disbanded with effect 29 February 1960, but all personnel had already been transferred to the newly formed armoured infantry unit, named Johannesburg Regiment, which was established with effect 1 March 1960.

Gunner Bombardiers became Corporals overnight. Twenty-seven days after being transferred to the new Regiment, the “infantrymen” were mobilised for participation in Operation Duiker, during the National Emergency, which lasted until 2 May 1960.

At the time of transition Cmdt AJ Pretorius was still the Commanding Officer, and the Regimental Sergeant-Major was WO1 Koos Hauptfleisch. The first Commanding Officer of



8 Veldregiment, Cmdt. JSK Brink was appointed as the first Honorary Colonel of Johannesburg Regiment.



*8 Field on Parade*

## ***Heraldry***

In May 1962 the Johannesburg City Council gave permission to the unit to use the Johannesburg City Coat of Arms as the Regimental badge. The cap badge shows minor differences to the original, as the antelope supporting the shield were substituted with 2 F. N. Rifles. The lapel badge consists of the shield portion of the cap badge. The motto is in Latin: "FORTITER ET RECTE" which translates to "With Valour and Justice".

The Yellow Band across The Shield signifies the gold bearing ore in the mining fields around the city. The three ingots on the shield are stampers used in the crushing of the ore, and signifies the industries required to support the city's mining activities. The lion is retained as the Crest - its right paw rests on top of another stamper. The two sable antelope holding up the shield were replaced by FN Rifles. For the lapel Badge the FN rifles are removed and the lions are worn facing one another.

As the Regiment is not affiliated to any traditional unit or regiment its dress is generally directly as prescribed by the Chief of Army. There are however a few exceptions i.e. in dress 1A&B the regulation tie is replaced with the Regimental tie. The Regiment has its own Mess Dress and Undress Blues.

In 1963, the renowned composer Con Lamprecht composed a Regimental March for Johannesburg Regiment. Officially it is called: "March, Johannesburg Regiment"



*Undress Blues*

# ***Battle Honors***

Johannesburg Regiment was raised after the Second World War, and as such does not have any battle honors. In November 1964 however, the City Council decided on a Council Meeting that it will sponsor Unit Colours for the Regiment. The official Colour presentation parade was held at the Milnerpark showground's stadium on 26 February 1966. With the unit formed up on parade, the Colour was draped over the traditional three tenor drums by Counselor Alec Jaffe, then then Mayor of Johannesburg.



Six years later The Council of Johannesburg bestowed on The Regiment the honour of Freedom of Entrance to the city of Johannesburg. This was largely due to the efforts of Councillor J. D. Opperman who became the unit's Honorary Colonel in 1979 until he passed away on the 20th of April 2000.

National Colours were awarded to the Unit on 5 October 1991, and laid up in April 1994. It is currently displayed in the Rand Regiments room at the Rand Club in Johannesburg.



## ***History and Activities***

During the seventies and eighties, the Regiment had an effective strength of 2000 plus members. At the onset of the eighties the border war was in full swing. Every six months the national service system offloaded thousands of national servicemen into the Citizen Force System.

Johannesburg Regiment was no exception. At the time the Regiment was dealt in with 72 Motorised Brigade, with its Headquarters in Alrode, Alberton. 72 Brigade reported to 8 Division at the time, with a permanent force leader group and a full complement of Citizen Force Regiments with vehicles and equipment. The Brigade's main mission was to be combat ready at all times.



In order to achieve all Division, Brigade and Unit goals, the Regiment was kept busy throughout the year with various activities.

The Regiment is affectionately known as JR. The Regiment was also fortunate during the era of name changes and retained its name.

Throughout the years JR has participated in many operations, border tours and exercises. The Regiment achieved a pinnacle in its history, becoming one of the first then Citizen Force units to be converted from a motorized to a mechanized unit in 1980 – the achievement occurred as the Regiment was voted the best unit in 72 Brigade on various evaluations during the previous year.

## ***Training***

72 Bde was disbanded in 1992 and the Battalions and Regiments including Johannesburg Regiment came to answer directly to the Divisional headquarters of 7 Infantry Division with its headquarters in Kensington, Johannesburg.

From an operational point of view JR did many tours in Namibia and Angola, and also participated in Operations like Savannah, Caterpillar and Protea. JR participated in many Brigade and Divisional exercises at De Brug and Lohatla. Suiderkruis, Vin City, Fortress, Xenon and Sweepstag are some of the Exercises. One of JR's proudest moments was during Thunder Chariot, where C- Company formed the backbone of the mechanized battle group assault during the main attack. JR was also often mobilized to perform internal security duties and deployed in Port Elisabeth, Soweto, Katlehong and Springs. In 1991, JR deployed with a full Battalion plus a Company from 1 Transvaal Scottish in KZN as part of OPS Eardrum. The Regiment took over the base, vehicles, and operational duties from 61 Mech under command of the then Cmdt. Mike Muller, and handed back to a refreshed 61 Mech after two months. JR was judged by KZN Command to be the best operational unit in KZN during Eardrum.



*Op Eardrum Durban*

## ***Recent History***

Current command Structure:

Officer Commanding: Lt. Col. JN Nkosi  
Second-in-Command: Maj. M.J. Keretsetse  
RSM : CWO B C Masombuka  
Honorary Colonel : Col John Wilson  
Chaplain : Cpln Shadrack Ditabeng Kgonothi

The Regiment occupies headquarters at The Garrison in Langerman Street, Kensington.

In 2005 Johannesburg Regiment again made history when it provided troops for the first Reserve Force Company to be deployed in Peace Support Operations in the DRC.

## ***Unit Profile***

The Regiment is an active Regiment, with strong ties between the Unit, Sister Regiments and Higher HQ. The current senior structure is a well drilled, competent unit, and all incumbents have committed to staying on until proper succession planning can kick in. Currently the unit is actively recruiting and training. The unit is supported by a strong, active Association and a widespread network of old boys. The Unit is also settled in proper Headquarters and has the services of a permanent clerical assistant.

The Regiment has a strong Association under the able leadership of the Honorary Colonel, Col. John Wilson. The Association has a. EX-CO committee consisting of Ex- Commanding Officers, Ex- Regimental Sergeant- Majors and other ex-members. The Association actively supports the Regiment in terms of accumulated knowledge, finance and marketing. One of the latest innovations of the Association is the recruitment as Association members of what they fondly refer to as Born of Pro Patria or the next generation JR members. These are young adults who have never seen military service but display an acute interest in the military in general and JR in particular. They are represented at meetings and attend association dinners.

## ***General Activities***

The unit hosts a parade annually on the first Sunday in March. Traditionally this takes place in Johannesburg, as the Regiment has Freedom of Entry to the City. This parade also serves to commemorate the birthday of the Regiment and is dedicated to the memory of all members of the Regiment that has paid the highest price in defence of our country. The parade is hosted by the Speaker of the Council, and JR is joined on parade by JMPD and EMS.

A medal parade is also planned for annually but is only held when applicable.

The Regiment also participates in the annual “Poppy Day” parade in November. This event is always well supported by the Regiment as well as the Association. The Moth Shadow Parade on the 11th of November every year is also well supported by the Association.

The Association hosts a Semi Formal dinner annually, which has become one of the premier events of the year, with more than a hundred guests per event across a wide variety of arms and services.

The JRA holds a planning weekend early in the year to plan for all activities in the year. The main aim of this planning exercise is to ensure

that the Association activities are made known to other Associations as soon as possible. The other aim is to support the cause of all veterans throughout the year.







*Annual Dinner*

## ***Heritage and History***

The Johannesburg Regiment Association was allocated premises in the Kensington Headquarters in 2011 and launched a massive project to build a museum facility which doubled as a boardroom and entertainment area. The museum was officially opened on 12 November 2012 and displayed all Regimental Silver and memorabilia belonging to the Association. It was for use by the Regiment as well as the Association.

In 2018 the Department of Public Works undertook major renovations to the Kensington Headquarters, and despite repeated requests to assist the Association with keeping most of the infrastructure intact, started to demolish the whole top floor indiscriminately. The Association mobilized some of its members and evacuated the building, placing all heritage assets in storage.

Today, the Association has a great display of

key assets in the Rand Regiments Room at the Rand Club. They have also placed some assets on loan with Moth Facilities and the Pro Patria Museum. They also donated a lot of furniture and display cabinets to these institutions.







*Lohatla Klipstapeling*

## **61 MVA**

Johannesburg Regiment in its heyday benefitted greatly from the well trained, well-disciplined Junior Leaders and troops allocated from 61 Mech after National Service. They understood their roles very well, and easily fitted in as part of Combat Teams or Battle Groups.

The Johannesburg Regiment Association currently has a great working relationship with 61 MVA, and also attends its annual parade. Representatives of 61MVA are also welcomed every year at the Guest Evening.



*Heidelberg*





# Leadergroups

## Past Honorary Colonels

- Col JSK Brink
- Col JD Opperman.

## Past Commanding Officers

- Cmdt. B Pretorius\*
- Cmdt. D Pretorius
- Cmdt. J Swart
- Cmdt. JH Swanepoel\*
- Cmdt L Harding
- Lt. Col H van Staden
- Lt. Col J Immelman\*
- Lt. Col. Lt Col Tshabalala
- Lt. Col. D Motsemai\*

## Past Regimental Sergeant- Majors

- WO1 Koos Hauptfleisch\*
- WO1 Dan Van Heerden\*
- WO1 Koos Vorster\*
- WO1 Piet Mostert\*
- WO1 Jan Viljoen\*
- WO1 Jan Oosthuizen
- WO1 Cobus van Straaten
- CMW Jan Oosthuizen (Second Term)
- CMW Dlamini

## Past Chaplains

- Ds. Mossie van der Bergh\*
- Ds. Gideon du Toit

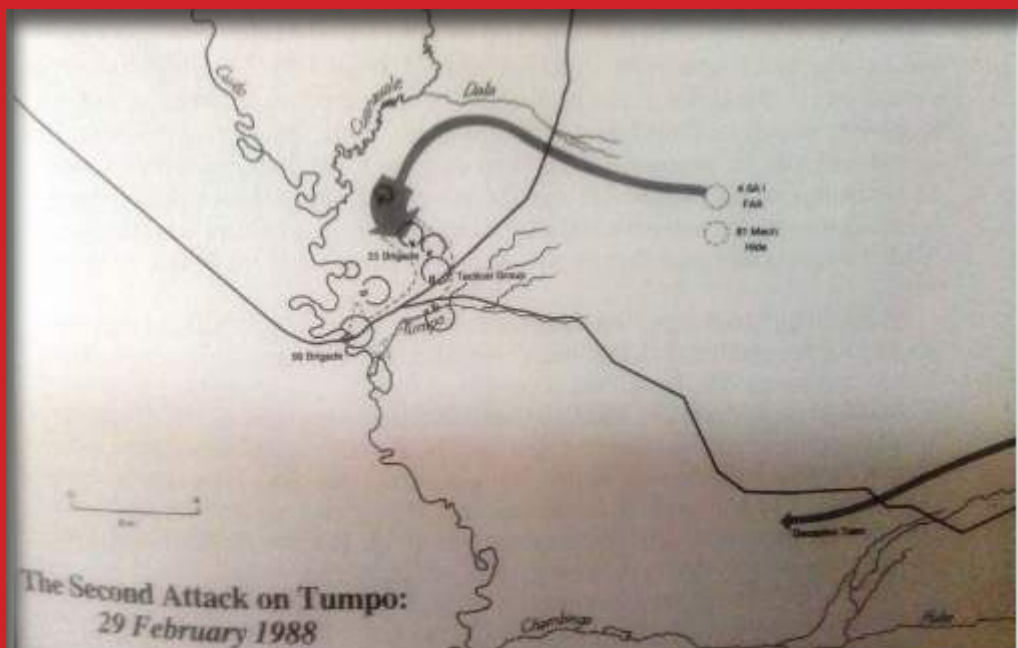
\*Deceased

## Skrikkeljaar Onthou

Vanoggend 29 Februarie 1988 was ons laaste poging op Tumpo.

Dit kan slegs elke vierdie jaar herdenk word. 29 Februarie om ongeveer eerste lig. As ons weet het ons was ongeveer 'n kilometer van die 25 ste Bde se HK af kon ons dalk deurdruk, maar daar sou te veel verliese gewees het en ons slaankrag was daarmee heen agv diensbaarheid. Min het ons geweet wat nog gaan kom later die jaar.

**Kobus Loubser**



# RATELS ARE PEOPLE TOO YOU KNOW!

**BRIG GENL TONY SAVIDES**

In many ways, armoured fighting vehicles (AFVs) are much like humans. I mean, like people, all armoured vehicles are made of similar material (skin, bone and flesh for humans; and armoured steel, drivelines and weapons for AFVs); both have brains (fleshy grey matter in humans and a number of electronic gizmos in AFVs). Each comes off its own “production line” (humans through the human genome and hereditary lines; and AFVs off real production lines) – and so the similarities continue. While some of these similarities may seem tenuous at best, there is one similarity that is undeniable: each AFV, like each human, has a personality of its own. It was the late Pat Boone way back in the 1950s who sang of his girlfriend Bernadine “Your separate parts are not unknown but the way you assemble them’s all your own ...” – he may just as well have been singing of his favourite AFV (although if my memory serves me well, he served in the US Air Force and would not have had any real relationship with an AFV!)

Then there’s this whole “fondness thing”. Humans are drawn to other humans because of certain ways they look, speak, react or even the “cute” way in which they laugh, smile, caress or even snore! And humans give names to everything: forenames to their offspring and pet names or nicknames to those whom they love, like or even despise. Ask any Ratel aficionado about Ratel and he will recall the distinctive whine of the turbo, the low rumble of scores of Ratel engines in formation or the smell of diesel and cordite that seemed unique (although the latter might not really have been). Ratels too were given names or nicknames by their crews; names to signify pride and courage, positive nicknames for a special pet vehicle that has protected them or brought them through a specific ordeal - or negative nicknames to show disdain for ha-

ving had knuckles bruised or shins scraped, or for a vehicle that let them down at some stage. But let’s leave the humans aside and concentrate on the uniqueness of AFVs; and in particular the Ratel Infantry Combat Vehicle (ICV). “Why Ratel?” one may ask; well, I had something to do with the final evaluation and development of this wonderful vehicle that was part of my life for almost half of my 31-year career in the SA Defence Force (SADF); so Ratel, as the saying goes, lies close to my heart.

## *Simple, yet effective*

Ratel was, in effect, a simple (as in plain - not stupid) wheeled armoured vehicle based on a commercial (truck and bus) driveline; developed for employment with tanks in a conventional warfare scenario and force structure. And yet, it was extremely successful in a bush war scenario without the formal organisation and support of conventional brigades or divisions, and in a terrain that, at best could be described as “armour-unfriendly” and at worst as “non-armour terrain”. Obviously, one of the reasons was that, in conforming to the expectations (the “characteristics”),

Ratel proved to be extremely adaptable and easy to transform into a truly bush-capable system – with minor adjustments and modifications, many of which implemented in the field at first and second-line level. Furthermore, the fact that a whole family of variants came into being, not merely based on, but physically built upon or into the same body and driveline, gave commanders an ease of support and, especially, a commonality in mobility, that was as enviable to many as it was effective. Where some seven variants were originally envisaged, the final count was well over a dozen; as Ratel proved to be not merely indis-





pensable, but also much sought after by all and sundry who has business in the combat zone – from infantry and armour, to medics, signallers, technical personnel, gunners, air force forward air controllers and a host of others.

## *61 Mech Bn Gp*

However, when the first cross-border mechanised operations were conducted in 1978 (by Battle Group Juliet - an ad hoc combat group), the shortcomings of both Ratel and the new doctrine were patently clear, yet accepted more as a challenge than a problem.

The major turning point came about in early 1979 when 61 Mechanised Battalion Group was established in the Operational Area as a full-time, all-arms combat unit – with time and space to develop both the doctrine and the Ratel into a true and properly integrated mechanised combat system; and most importantly, to develop a system of Standing Operating Procedures (SOPs) that honed the doctrine and the vehicle to fit the specific requirements of the Bush War.

More than that even, was the total support system that was developed and honed to ensure uninterrupted availability of each component and the unit as a whole when required and for as long as required. It must be borne in mind too, that by 1978, the Ratel logistic support system was also in its very infancy and, because Ratel was, in effect deployed prematurely, there were major shortages of spares and ammunition types; while there were still no such essentials as run-flat tyres.

## *Enter the Gladiators!*

This is where the new generation of thinkers and doers played such a vital role – improving the battle handling and drills on an ongoing basis and developing and honing new drills and skills at every level. Also, new tactics, especially with regard to the employment of integrated combat groups and teams, were devised and rehearsed to a state of near-perfection. Lessons learnt from each successive operation were included in or used to modify and

improve the SOPs, while additional tricks of the trade and field modifications and improvements made Ratel all the more effective and all the more formidable. As operational priorities changed, logistic and technical support for the Ratels in service at 61 Mech and at 1 SAI (the major mechanised infantry training establishment) also gained momentum; so that by the time major operations such as Operation Protea came around in 1981, Ratel as a combat system was already much improved.

A key factor (or one of them) in all this was that while the bulk of the unit personnel were National Servicemen, they were trained, prepared for combat and then led in combat by extremely competent Permanent Force officers, WOs and NCOs; and National Service junior leaders (officers and NCOs) – and more often than not, the PF element that had trained a specific NSM intake, deployed with them for operations; so the learning curve and the honing of skills continued unabated. Integration with other units and the transfer of PF personnel between units ensured that the mechanisation process was expanding effectively and widely; so that when it was necessary for certain operations to use additional mechanised elements, there was a ready “pool” of competent leaders and commanders available at all levels.

All the while too successive intakes of national servicemen were trained and within less than 12 months being committed to the combat units as well-trained, eager and competent crews of the Ratels that would be their battle chariots. So the gladiators were a mix of seasoned PF old hands and the best national service junior leaders and men that ever strode or rode over the battlefields of the time; taking to their chariots of steel with courage and an indefatigability only matched by the chariots themselves. Within a few years members of the CF mechanised units would also participate in combat operations - but now as older, more-seasoned and wiser hands; having cut their teeth in training and in combat on their beloved Ratels during their initial national service..



## *The Ratel personality*

Most Ratel crewmen, especially drivers, gunners and crew commanders, will often talk about the Ratels in which they served as if they were human, rather than mere machines. Ratel aficionados speak of “my Ratel”, “our Ratel” or “he” or “she” when referring to the ICV in which they trained and, especially, in which they saw combat; and woe betide anyone who, to this day, says anything negative about Ratel!

On the other hand, some Ratel users will, almost sadistically, brag of how they inflicted unnecessary, even illegal, punishment on their Ratel; forgetting that later on Ratel might take revenge and often not realising that the knocks, cuts and bruises they later received in and on Ratel may not have been “sheer coincidence”.

It would further seem that every Ratel had its own personality and psyche; despite every one being made from the same plans and drawings, and from the same materials – and on the same assembly line. Similarly, there were also a few Ratel idiosyncrasies that caused bewilderment and even pain to its crews.

## *Meting out punishment*

Several crewmen – especially drivers and some instructors who wished to “show-off” would exploit the quirks and put Ratels through unnecessary and unwarranted actions that sometimes pushed the vehicles to their physical and mechanical limits; without thought to the damage they were inflicting to this very expensive piece of equipment that could be counted in thousands of Rand but, potentially, could also cause serious injury or even loss of life. Transgressors were punished when found out, but Ratel too would merely await its chance to exact punishment of its own.

Any Ratel crewman, especially drivers and gunners, will tell of punishment meted out by their Ratels during initial training when, as green-horns, they thought that driving a Ratel was like riding a bicycle or a small car – or perhaps the farm tractor back home. Ratels sometimes seem to have minds of their own and were generally forgiving of young, inexperienced users but, like their human counterparts, became crankier with age after suffering the abuse of several intakes of recruits. No Ratel ever wanted to be taken for granted and would dish out punishment in the form of cracked knuckles, skinned shins or sprained wrists without so much as a “how do you do?” Drivers especially, but also the usual turret inhabitants (section commanders and gunners) would suffer the consequences as their Ratels would sometimes seemingly ride into every (hidden) rise or hollow when





operating in the veld so that there would be a sudden and sharp rise of the nose, followed by a hip-bruising, bone-jarring return to earth. It was of no use for anyone to ask “what just happened?” and the poor driver would usually be rewarded with a sharp kick to his helmet – and some would say that they actually heard the Ratel laugh (or was it just something growling in the transmission or driveline?)

Thankfully, those in the rear compartment would feel hardly anything as they would barely have left the ground, if at all! And rightly so, because after all, they were the innocents in such events! But sometimes Ratel would be an equal opportunity punisher anyway; and with “an injury to one is an injury to all” as principle, catch the fingers and knuckles of unsuspecting crewmen in roof hatches and pneumatically-closing doors; or inflict painful burns on anyone having to work on the engine or any other hot components.

### *Love and discipline but never hate*

Having learned to cope with, and even limit, the quirks and evils of the cantankerous old training Ratels, crews in time reported to a combat unit where they would be allocated to the unit’s Ra-

tels (note: Ratels were not allocated to them!)

Having been forewarned though, the crews realised that, while this was something of a marriage of convenience, it was one that just had to work; so, like newly-weds on honeymoon, they used every opportunity to discover and manage the distinct likes, dislikes and other idiosyncrasies of their new Ratels. “New” of course, was a relative term as, depending on when a particular marriage of Ratel and crew took place, the Ratels might have already seen serious and prolonged combat; and might have been even more cantankerous than their training counterparts!

More experienced themselves by now, the crews undertook a voyage of discovery to determine just what it was that made each Ratel tick; and thanks to the overlapping between old and new crews, some degree of taking shortcuts was possible. Also, in anticipation of possible combat operations, hours and days were spent on learning and honing drills and procedures so that, as the days progressed, Ratels and their crews became allies, then friends and finally full partners. Drivers and crew commanders would then “override” some of the less-positive quirks of a particular vehicle by firmly taking control and showing who was really in charge!





## THE RATEL PERSONALITY

Ratel's parts are universal and quite well known  
But each Ratel was seemingly individual, not merely a clone.

All Ratels may be similar in parts and physique  
Yet Ratel crews believed that each Ratel was unique.

An empathy it had with those to whom entrusted for use  
In operations and in training;  
A forgiving disposition to those who dished out abuse;  
But not always totally restraining.

Many will tell of rib cages cracked and knuckles brushed,  
Of bumps on heads and hips rubbed raw;  
And many others with fingers crushed  
In roof or turret hatches - or a swift-closing door.

With axles and wheels not evenly spaced;  
And a tendency to rise at the nose  
When a hump or ramp at speed was raced  
Or when the crew was just not on their toes.

Yet those in the rear hardly felt the bumps  
As Ratel jumped, flew and came back to land.  
But those in the turret and the driver – the chumps,  
Felt the sharp slap of Ratel's hard hand.

A tendency to body-roll on long, straight roads  
When the driver's attention was lacking;  
And a tendency to bump other vehicles or loads  
When, without guidance, the driver was backing.

Not securing the handbrake when parked on a slope  
Gave Ratel an excuse to create chaos and drama.  
As its pneumatic lines emptied, Ratel set off at a lope,  
To show buildings and vehicles the strength of its armour.

Perchance, one might say; or just carelessly playing?  
Or perhaps "my mistake I fear"!  
But was it really? Or was Ratel merely repaying  
For what it unreasonably had to bear?

Many speak of empathy, forgiveness (perhaps just a rumour)  
Soft heart 'neath an exterior like teak;  
Yet discard the possibility of a wicked sense of humour  
And an impish, boyish streak.

In training and when idle, the greatest abuse  
Was by men who thought such things a treasure;  
But then Ratel would quietly exact its revenge,  
Dispensing bruises and knocks at its pleasure.

On-board equipment of rubber and steel  
A trove of punishment means;  
Tow bar, ammo case, toolkit or spare wheel -  
Even personal equipment it seems.

In empathetic pain, Ratel plays it cool  
When the punisher seems out of his mind;  
But makes careful note of the malevolent fool -  
Who it later will repay in kind.

Forgiving, yes, but let not the placid look deceive;  
Beneath a friendly facade lies a mischievous imp  
Forcing braggart, bully and wise guy to leave -  
Tail between legs like a wimp.

But its greatest forgiving was when asked to perform  
That for which there was never intent, aim or norm.  
As our heroes took the fight to whatever foe played  
To ensure that the enemy were resoundingly flayed.

Even when outweighed in firepower and protection;  
When bush, sand, mud, malaria, flies and infection,  
Together with enemy fire, were a terrible distraction;  
Ratel never stood back but took positive action.

Over-spec weapons a very real threat  
Ever-present and direct, yet had to be met.  
“Your task is mine” Ratel said “my means and my all  
Are yours. Whatever you ask of me, I will answer your call!”

Ratel’s empathy lies with the men and their kin  
With whom it felt physical and mental pain  
In training and combat as they strived to win;  
And, if asked, it would do so willingly again.

©Tony Savides



# Oproep om bystand vir mede 61 Meg Veteraan - Chris Loots.

Deur Jannie Niewoudt



## 'N KAMERAADSKAPSINISIATIEF ONDER TOESIG VAN DIE 61 MVA EXCO

### **Bedryf buite die 61 MVA Buddyfonds**

Chris Loots het in 'n kwessie van 4 maande beide sy bene verloor agv diabetes. Hy het ook net 40% van sy longkapasiteit oor en derhalwe bemoeilik dit sy vermoë om met 'n gewone rolstoel oor die weg te kom. Sy eggenote het ook in dieselfde tyd met sy versorging haarself beseer en 'n been gebreek wat gesukkel het om weer aan te groei. Tans is hulle onder die toesig en versorging van Killik en Zelta Saaiman op Boshoff.

As daar een mens is wat vir my die vergestaltung van 'n True 61'er is...is dit Chris. As dit enigins vir hom moontlik was, het hy elke Parade, Gariepnaweek en Skouerskuur bygewoon. Hy is nie 'n prater nie maar 'n doener. Sy ledegelde is altyd opbetaal en hy ondersteun en onderskraag waar hy kan. Of dit nou met plaasveiligheid, veldbrande of net met aanry van hulp en voorraad was...Op Chris kon jy altyd reken.

Kortom, hy is nie 'n man wat 'n makker sou agterlaat nie.

Nou is dit ons beurt om toe te sien dat ons nie vir Chris agterlaat nie. Na vele navorsing en kundige insette, met alles inaggenome, het ons tot die slotsom gekom dat om vir Chris sinvol te help, ons vir hom 'n ge-elektrifiseerde rolstoel wil aanskaf. Om hierdie inisiatief waar te maak was ongeveer R30 000 nodig.

Hierdie is 'n projek wat ons as 61'ers buite die 61 Meg makker bystandfonds behartig het.

Binne twee dae (28 Februarie 2024) sedert die inisiatief op die 61 Meg Facebook blad aangekondig was, is die doelwit bereik. Op laat 29 Februarie in minder as 48 uur vandat die eerste waarskuwingsorder, het ons genoeg geld bymekaar gehad om die rolstoel vir Chris te kon bestel en betaal. (R31050. 00). Ons het deur die doelwit gewerk. Ons Makker se nuwe Ratel word Maandag by hom afgelewer.... Roepsein 22C.

Ek is baie trots en dankbaar omdat ek deel van hierdie eenheid en sy Ystersoldate met liefdevolle harte kan wees.

Chris se Mediesefonds is na alles egter uitgeput en daar is nog uitstaande verpligtinge...indien u nog 'n bydrae wil lewer, is u baie welkom sodat ons dit kan raakvat. Soos u kan sien...het elke R50-00 getel. Baie dankie vir u elkeen se bydrae, jy het gegee wat jy kan en dit was vir jou makker genoeg gewees. Hiermee volstaan ons dan met die projek amptelik....u kan steeds bydra en sal steeds vir deursigtigheid volle terugvoer gee oor elke sent. Hierdie Broederskap verruil ek vir niks. Hoe meer ons insit van onself.....hoe meer kry ons! Alles vir die Mes met die Weerligstrale. Mobilitate Vincere.

'n Slim ou was eendag op 'n strand besig gewees om seesterre wat uitgespoel het terug te gooi in die see. 'n Verbyganger vra hom toe: "Hier lê honderde seesterre op die strand, jy kan nie almal terug gooi nie, watter verskil dink jy maak jy?" Sy antwoord terwyl hy wys na die seester

wat toe in sy hand was.”Vir hierdie een hier, maak ek ‘n verskil.”

Killik en Zelta Saaiman op Boshoff hanteer die inisiatief onder 61 EXCO toesig. Ek plaas hierby Killik se bankbesonderhede. Die betaling sal ook uit sy rekening plaasvind en gefassiliteer word deur Jannie Niewoudt (myself) en Johan Booysen, ons 61 MVA Voositter.

Dankie dat ons op u kan staatmaak en vir u hart in hierdie verdienstelike projek. Ons het die getalle en al donate jy net R50-00....elke sent, elke man en elke skoot tel. Alles vir die Mes met die Weerligstrale. Vir enige navrae...kontak vir Johan (0824518676), Killik of Jannie Niewoudt (0843979619).

GEBRUIK ***DIE VOLGENDE VERWYSING:***  
CHRIS 61

#### ***Account Details:***

Bank Name: Standard Bank

Branch Name: Online

Branch Code: 7654

Account Holder: MR JACOBUS  
JHP SAAIMAN

Account Number: 10 18 292 120 2

Account Type: Current

Swift Code: SBZAZAJJ





